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April 3, 1953

To: Mr. J. J. Winn Jr.

From: D. M. Charleson Jr.

Subject: Monthly Progress Report- Dry Docks and Dredging Dep't.

The report of activities at the Drydocks and in the Dredging Department for the month of March 1953 is as follows:

St. Johns Drydock:

No. 1 Drydock was occupied 633 hours 51 minutes out of a possible 744 hours or 85.2% of the total time.

Berthage spaces at St. Johns were in use 6.21% of the total possible foot days.

The following work items were accomplished at the St. Johns Plant during the month.

1. Fabricated steel brackets to support platforms at pier side of stairways leading to wing wall deck of No. 2 dock.
2. Removed boom and rigging from crane on pier No. 3 and disconnected electrical connection. This was done in the interest of safety since the supporting timbers were soft.
3. Furnished men for work on No. 2 Drydock at Swan Island. This work included installing new light standards, re-rigging of pull blocks and re-vamping piping systems to suit new pier arrangement.

Swan Island Drydocks:

The Navy Drydock at Swan Island was occupied 382 hours 10 minutes or 51.36% of the total time.

No. 2 Drydock was occupied for the first time since being moved to Swan Island by the S.S. "Seastar" on March 26 at 7:40 A.M. The "Seastar" was undocked at 11:10 P.M. March 27 and was followed on the dock by the S.S. "Selma Victory" at 7:52 A.M. March 30, undocking occurred 6:07 A.M. March 31st. Temporary lighting and gangways were rigged to make this dock operable in time to handle the two vessels.

Berthing spaces at Swan Island were in use 37.33% of the total possible foot days.

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Monthly Progress Report (continued)

The following work was done at Swan Island:

1. Moved whirley crane No. 4 from outfitting berth tracks to new pier. Cost of moving, using Port crews was \$418.17
2. Restacked spare blocking for Navy drydock to obtain more compact storage which can be protected by canvas or planking now available.
3. Made new water level indicator float blocks for No. 2 drydock and recalibrated indicators.
4. Repaired gratings and stairways of No. 2 drydock.
5. Made hatch for access to trolley rail pick up arm.
6. Listed No. 2 drydock to expose fastening location of lowest tie rod and caulked around tie rods. This labor was sold to Guy F. Atkinson Co.
7. Made braces for and redesigned trolley pick up arm on No. 4 whirley. Considerable difficulty has been encountered in obtaining a workable arrangement for the current collector.

The following dockings and undockings took place during the month.

Docking Number	Date Docked	Names of Vessels	Date Undocked	Dock No.
5346	(2/24)	USS LST 838	3/3	1
5349-265	(2/27)	S/S Portland Trader	3/3	N
5350-266	3/3	S/S Bluestar	3/4	N
5351	3/4	Dredge Monticello	3/10	1
5352	3/4	Oil Barge #2870	3/10	1
5353	3/4	Dredge Luckiamute	3/10	1
5354-267	3/5	USCG White Bush	3/6	N
5355-268	3/10	S/S Seamonitor	3/11	N
5356	3/10	Tug Crown of Camas	3/13	1
5357	3/10	Tug Melville	3/12	1
5358-269	3/13	S/S Ocean Mail	3/14	N
5359	3/13	Tug Invader	3/13	1
5360-270	3/15	S/S Middlesex Trader	3/17	N
5361	3/16	Dredge Wahkiakum	3/19	1
5362-271	3/17	Barge PS 81 of Seattle	3/19	N
5363	3/19	USS LSM 774	3/26	1
5364-272	3/22	S/S Washington Mail	3/28	N
5365	3/24	Tug Invader	3/24	1
5366	3/26	S/S Seastar	3/27	2
5367	3/27	USS LSM 118		1
5368	3/30	S/S Selma Victory	3/31	2
5369	3/30	Barge R-21	3/31	1
5370-273	3/31	S/S William H. Wilmer		N

Navy dock at Swan Island and No. 1 dock at St. Johns were both occupied at the end of month.

Monthly Progress Report (continued)

Steamer Portland

An electrical short developed in the wiring of the "Portland's" running lights, which made it necessary to rewire the mast upon which the towing signal lights are mounted.

Dredge "Clackamas"

Engine Room:

1. Refaced button end of fuel pump plungers.
2. Refaced large globe valves on forward circulating water pump.
3. Completed re-charging all 2-1/2 gal. fire extinguishers aboard

Dredge.

4. Re-bushed one large sheave for ladder block and two sheaves for swing blocks. Machining work done on sheave pins.

5. Made contact buttons for motor starter on 1000 P.S.I. air compressor.

6. Made low pressure valves for 350 P.S.I. air compressor.

7. Installed pressure gauge, 1-1/4" relief valve and discharge line from relief valve, on heating boiler to comply with requirements of the State Boiler Inspector.

8. Installed two new pressure relief valves on auxiliary engine starting air tank and adjusted four other valves for reduced air pressure. This was done by arrangement with the State Boiler Inspector to avoid condemnation of the tanks. One air tank however must be replaced before Nov. 1, 1953

Note: Re-inspection of April 1, 1953 passed the boiler and tanks at the lowered pressures subject to the provisions above.

9. Painted main engines.

10. Welded and patched in 30" discharge nipple.

Deck Department

1. Cleaned and painted gangplank.

2. Cleaned and painted skylights.

3. Moved materials from St. Johns to Swan Island using Launch "Callapooya" and No. 5 barge.

4. Scraped and painted blistered portions of deck house above the quarters deck.

5. Made turksheads for five pairs of oars and painted the oars.

Note: There was no deck force except Capt. John Solberg during the last half of March. During the first half of the month the deck force was assigned to Hydrographic surveys so the above list represents Capt. Solberg's work alone.

Monthly Progress Report (continued)

Hydrographic Surveys

During the month of March soundings were taken at the following locations:

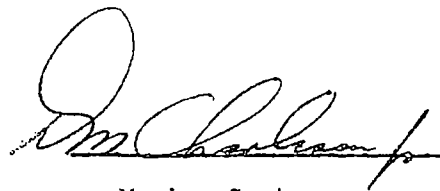
1. Municipal Terminal No. 4
2. Associated Oil Co.
3. Gasco Dock.
4. Oceanic Terminals.
5. Inman-Poulsen Lumber Co Dock.
6. Commercial Iron Works Dock.
7. Sunset Oil Co.
8. General Petroleum Oil Co.
9. Richfield Oil Co.
10. Swan Island - opposite existing ways.

Shore Crew:

Repair work on shore pipe and switches was ended on April 1st., and the shore crew set to work laying pipe line from Quaker Oats Dock to the initial discharge point below the Freightliner Building

Co-operative Dredging with U. S. Engineers:

The Dredge "Multnomah" has finished the west side cut from Terminal No. 1 to Interstate Terminal. The cut was finished on the morning of March 24th., whereupon the Dredge was re-assigned to work in the Columbia river. The 'second lift' or work on the east side of the harbor has not as yet been started.



Marine Supt.

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